

<b>Subject:</b>	<b>Surrey Street Loading Bay Traffic Regulation Order</b>		
<b>Date of Meeting:</b>	<b>14 January 2014</b>		
<b>Report of:</b>	<b>Executive Director Environment Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tom Campbell</b>	<b>Tel: 29-3328</b>
	<b>Email:</b>	<b>Tom.Campbell@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peter's &amp; North Laine</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To consider objections received to the advertising of a Traffic Regulation Order to introduce a loading bay to Surrey Street.

**2. RECOMMENDATIONS:**

- 2.1 That, having taken account of all duly made objections and representations, the Committee approves the following order:

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.X 201X

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 This Traffic Order (TRO) seeks to introduce a loading bay to the southern end of Surrey Street as part of the Brighton Station Gateway project.
- 3.2 Given its city centre location there is relatively little loading activity on Surrey Street. Currently loading occurs on double yellow lines at the side of the road. Under the new scheme the footway will be widened, meaning that vehicles will no longer be able to park on the carriageway without disrupting the flow of traffic.
- 3.3 The TRO seeks to formalise existing loading behaviour and allow it to continue under the new scheme. The loading bay will be located partially on the footway and partially on the carriageway and will be sited outside the Evening Star pub as this is where the majority of larger-vehicle loading occurs.

**4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The alternative is not to approve the new loading bay.

As part of the approved Brighton Station Gateway scheme the footway on Surrey Street is due to be widened. Were the loading bay not to be installed there would likely be increased congestion on Surrey Street caused by delivery vehicles parking in the carriageway. By siting the loading bay partially on the footway this TRO will avoid creating congestion.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The proposed Traffic Regulation Order was advertised on 8 November 2013 with the closing date for comments and objections on 29 November 2013.
- 5.2 Detailed plans and the draft traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee library and Hove Central Library.
- 5.3 The documents were also available to view and to respond to directly on the council's website.
- 5.4 3 objections were received from Southern Taxis, Streamline Taxis and a member of the public. All 3 objections stated that the TRO was premature as it was part of the Brighton Station Gateway project and plans for the Surrey Street element of the project had not been finalised.

## **6. CONCLUSION**

- 6.1 The major concept of the Surrey Street element consists of widening the footway, installing the loading bay, and introducing greenery where possible.
- 6.2 The objectors suggested that the Brighton Station Gateway, and in particular the Surrey street element, has not been finalised or properly consulted on. However the Surrey Street design, which was approved in principle by the Transport Committee in April 2013, has been well considered and the loading bay is an important part of the scheme as it will allow essential loading activity to continue without causing unnecessary congestion. The plans were fully consulted on in a process that was outlined in the report to Committee in April of this year. No substantive reasons have been put forward by any of the objectors as to why the loading bay should not be sited in this location.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The costs of this will be met from the Local Transport plan capital budget. Within this there is a sum of £400k included in 2013/14 for the overall Brighton Station Gateway Project.

*Finance Officer Consulted: Name Jeff Coates*

*Date: 03/12/2013*

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act secure the safe and convenient movement of traffic and the provision of adequate on and offstreet parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.

*Lawyer Consulted:*

*Carl Hearsom*

*Date: 11/12/2013*

Equalities Implications:

- 7.2 The loading bay has been designed to ensure the minimum required footway space is available at all times (including when the bay is in use) to ensure the area is accessible to those with wheelchairs and buggies.

Sustainability Implications:

- 7.3 None identified

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Proposed Traffic Regulation Order

**Background Documents**

1. Minutes of Transport Committee 30 April 2013

